

1 – SCHEME DETAILS

Project Name	CRSTS17 Meadowhall Interchange Mobility Hub	Type of funding	Grant
Grant Recipient	SYMCA	Total Scheme Cost	£6,667,739
MCA Executive Board	TEB	MCA Funding	£6,667,739
Programme name	CRSTS	% MCA Allocation	100%
Current Gateway Stage	SBC	MCA Development costs	£266,710
		% of total MCA allocation	4%

2 – PROJECT DESCRIPTION

The funding is requested for:

- An extension to the Meadowhall Park and Ride to provide an additional 213 parking spaces
- A mobility hub at the Meadowhall interchange
- Development costs

The extension to the P&R involves erecting a ‘full-decked’ structure (with 5.1m height clearance) to provide additional parking over the existing at-grade car park accessed via the existing ramp serving the upper-level car park. This will increase the car park capacity from 328 to 514 parking spaces - an additional 213 spaces.

The details of what the mobility hub will include is to be determined at OBC stage, although it could incorporate amenities such as: cycle stands / lockers, e-scooters, benches and improved travel information.

3. STRATEGIC CASE

<i>Project rationale</i>	The rationale for the scheme is that the existing P&R at Meadowhall is at capacity and that survey data suggests latent demand exists from customers currently using other sites due to limited space at Meadowhall. The aim of the scheme is to improve the capacity of the network to accommodate future growth, specifically by more sustainable modes. Without public sector funding there would be no investment.
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	Current data is from pre-covid when demand was higher. Additional demand surveys / data is critical and will be required for OBC.
<i>Strategic fit</i>	Please see annex 1 below.
<i>Proposed outcomes</i>	<p>Proposed outputs include:</p> <ul style="list-style-type: none"> • Increase the capacity of Meadowhall Interchange P&R by 213 spaces, to a total of 514. • Creation of a 'mobility hub' at Meadowhall Interchange (details to be developed at OBC stage). • Improvements to the facilities at Meadowhall Interchange to enhance the user experience. • Increase sustainable travel options at Meadowhall Interchange to facilitate a modal shift to public transport and active modes. • Contribute towards SYMCA's goals of reduced air pollution and a net zero carbon economy, by facilitating a modal shift to sustainable modes. • Support economic growth through enhanced public transport journey opportunities, linking people, businesses, and services. <p>Detailed outcomes are to be further defined at OBC stage.</p> <p>'SMART' objectives have not yet been provided as modelling has not been completed. It is noted that modelling will be undertaken for OBC / FBC and objectives refined and made SMART at that stage.</p> <p>Modelling will need to be completed for OBC stage and SMART objectives provided.</p>

4. VALUE FOR MONEY

This will need to be established at OBC. Modelling should include a sensitivity test for changed demand patterns post COVID.

5. RISK

Have the key risks and mitigations of these been identified?

The top 5 key risks and associated mitigation methods are:

No.	Risk	Likelihood (High, Med, Low)	Impact (High, Med, Low)	Mitigation	Owner
1	Planning approval not granted	Medium	High	Preplanning engagement with statutory stakeholders including National Highways. Early engagement with the planning authority.	Project Manager
2	Lack of public or political support	Low	Medium	Undertake public consultation during early stages of scheme development	Project Manager / Comms

3	Unforeseen ground conditions	Medium	High	Ground investigation to be undertaken during next stage of works	Project Manager
4	Additional costs for stats diversions	Medium	High	Trial digs/and or radar surveys to confirm depth and location of existing utilities	Project Manager
5	Scheme design more complicated / expensive than anticipated	Medium	High	Ground Investigation, engagement with statutory bodies including YW and Utility companies and value engineering throughout the design process. The scope of the mobility hub aspects to be determined during next stage.	Project Manager

6. DELIVERY

Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?

Yes. April 2025 for commencement – with a year for design - seems reasonable but depends entirely on Network Rail’s commitment. This is expected to become clearer at OBC stage.

Is the procurement strategy clear with defined milestones?

No. The procurement route is still to be defined, although investigation has commenced into the procurement method and potential suppliers.

What is the level of cost certainty and is this sufficient at this stage of the assurance process?

30%. Yes.

Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?

No – the promoter is SYMCA.

Has the promoter demonstrated clear project governance and identified the SRO?

No / No SRO or governance structure has been identified within the SBC proforma. This will need to be clarified for OBC.

Has the SRO or other appropriate Officer signed off this business case?

No – required at OBC.

Has public consultation taken place and if so, is there public support for the scheme?

NH have been consulted as this scheme could generate more trips on the M1. No survey of residents has been carried out, although the scheme is considered likely to benefit them (see Appendix C Table 2.2). The users of three alternative P and R sites in the LDV were surveyed (in 2015) to establish intentions with the following responses (from a sample of 145):

- It is noted that the P&R is often at capacity prior to 8am (pre-Covid data).
- 67% would be ‘likely’ or ‘very likely’ to use the Meadowhall car park if more spaces were available.
- Of those, 83% responded that they would use the P&R at least 2-3 times a week if it was extended, suggesting latent demand exists for Meadowhall P&R.

All data is pre-covid, and the impact of Covid-19 on travel patterns has not been considered.

Appraisal results will need to be updated for OBC stage.

Are monitoring and evaluation procedures in place?

No – this isn't mentioned in the SBC. Required for OBC

Annex 1 – Strategic Policy Fit

To what extent does the project meet the MCA's strategic objectives as set out in the of the MCA Corporate Plan 2021-22?

Outcome	Strategic Objective	R/A/G Rating	Comments
Stronger Achieve sustained good growth, underpinned by productivity gains that exceed the UK average	Leading an economic transformation by: 1. creating not just a bigger economy but a better one: higher-tech, higher skill, and higher-value - backing wealth and job creators		No comments provided in SBC.
	2. enabling businesses to survive, adapt and thrive and be more innovative and resilient as we come out of the pandemic and resulting economic downturn		No comments provided in SBC.
	3. stimulating local economies by investing in the infrastructure, transport and digital capabilities to create jobs and transform places		Appendix C states that the scheme will 'support improved productivity and economic growth through enhanced public transport journey opportunities and linking people, businesses and services.
Greener Drive forward environmental sustainability to achieve our net-zero carbon target by 2040	Leading a green transformation by: 4. decarbonising our economy, regenerating the natural environment and accelerating Net Zero Carbon transition		Similarly, carbon emissions will be reduced by creating an expanded P&R and mobility hub. This will facilitate more journeys being made through sustainable modes rather than the private car.
	5. capitalising on technological and scientific capabilities to improve the resilience and quantum of clean energy supply, storage, distribution and usage		No comments provided in SBC.
	6. revolutionising transport, getting South Yorkshire moving by foot, bike, bus, tram and train		The intention of the scheme is that increased sustainable travel options at Meadowhall Interchange to facilitate a modal shift to public transport and active modes.
Fairer Unlock prosperity by eliminating the wage gap and health inequalities between South Yorkshire and the national average	Leading a wellbeing and inclusion transformation by: 7. raising quality of life, reducing inequality, and widening opportunity for South Yorkshire people		Appendix C states that the scheme will have impacts directly beneficial to users in low-income households 'because additional parking facilities at Meadowhall Interchange will give local residents a cheaper (more affordable) onward travel option compared to private car for the entire journey.'
	8. equipping people to contribute to and benefit from economic prosperity		No comments provided in SBC.

	9. supporting people to improve their skills, get back to work, remain in or progress in work, or set up in business and thereby accelerate social mobility		No comments provided in SBC.
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8. RECOMMENDATION AND CONDITIONS

Recommendation	Proceed to OBC
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	

Recommended to proceed to OBC with the following conditions:

- Multi-deck option to be assessed in the same manner as other long-listed options
- Updated demand surveys / data to demonstrate continued latent demand post Covid for an extended Park and Ride;
- The long list to be reviewed if demand forecasts and other parameters have changed – Appendix C to be updated;
- SMART objectives for the scheme to be defined;
- SRO sign-off and a clear governance structure required.
- Appendix A to be completed
- All key issues and impacts covered in Appendix C to be mentioned or cross referred to in the OBC.